VOL. I. WILMINGTON, COLUMBIA AND AUGUSTA RAILROAD. Going Sou h Leave Wilmington Arrive at Florence Arrive at columbia No 48 No 40 930 pm 11 10 pm 150 am 220 am So 47 Going North So 43 10 00 p m 1 52 a m 6 10 a m Train No. 43 stops at all stations, Nos. 48 and 47 stop only at Brinkley's, Whiteville, Flemington, Fair Bluff, Marion, Florence, and 47 stop only at Brinkley's, Whiteville, Flemington, Fair Bluff, Marion, Florence, Timmorsville, Sumter, camden Junction and Eastover. Passengers for columbia and all points on C & G R R, C, C & A R R, Aiken Junction and all points beyond, should take No. 48, night express. Separate Pullman sleepers for charleston and Augusta on trains 48 and 47. All trains run solid between Charleston and Wilmington. SPARTANBURG AND ASHEVILLE RAILROAD On and after May 12, 1884, passenger trains, will be run daily, except Sunday, be-tween Spartanburg and Hendersonville as UP TRAIN. Leave R. & D. Depot at Spartanburg 6 00 p m Leave Spartanburg, A. L. depot ... 6 10 p m Leave Saluda... ... 8 50 p m Leave Saluda... ... 8 50 p m Leave Flat Rock 0 15 p m Sarannah Railroad to and from Savannah Arrive Hendersonville DOWN MR.IIN. Leave Hendersonville eave Flat Rock Leave Saluda Leave Air Line Junction. Arrive R. & D Depot Spartanburg 11 30 a m Trains on this road run by Air-Line time. Trains on this road run by Air-Line time. Both trains make connections for Coloria and Charleston via Spartanburg, Union and Columbia; Atlanta and Charlotte by Air Line. JAMÉS ANDERSON, Superintendent. CONDENSED TIME CARD Magnolia Passenger Route. In effect September 14, 1884. GOING SOUTH. Leave Greenwood *5 30 am Arrive Augusta ... 11 30 atm Leave Augusta ... 10 30 am Arrive Atlanta Arrive Beaufort ... Port Royal. 11 40 an Chaleston Savannah 001Ne Leave Jacksonville 5 30 mm Savaunah... Charleston 6 10 am Leave Port Royal Beaufort ... Leave Atlanta ... 6 10 am Arrive Augusta. Leave Augusta ... Arrive Greenwood Tickets on sale at Greenwood to all points at through rates-baggage checked to w F. SELLMAN, Traffic Manager. J N. Bass, Superintendent. A TLANTIC COAST LINE, PASSENGER DEPARMMENT. Wilmington, N. C., July 10th, 1884. NEW LINE between Charleston and Columbia and Upper South Carolina. CONDENSED SCHEDULE.

955 " Laues " 81 11 12 " Sunter " 65 12 35 pm Ar Columbia Lr, 53 2 31 " Winnsboro " 34 3 45 " Chester " 2 4	5 "
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5 00 " " Rock Hill " 2 0) 4.
6 15 " " Charlotte " 1 00) "
2 55 pm Ar Newberry Lr 3 1	l pr
4 53 " " Greenwood " 12 5	
7 20 " " Laurens " 9 1	5 an
6 58 " " Anderson " 10 4	5 "
7 50 " " Greenville " 9 5	5 "
8 53 " " Walhalla " 9 0	0 "
6 30 " " Abbeville " 11 3	0 "
5 37 " " Spartanburg " 11 5	0
9 36 " " Hendersonville " 8 0	0 "
Solid Trains between Charleston and Cobla, S. C. J. F. DIVINE, T. M. EMERSO Gen'l Sup't. Gen'l Pas. Ap	N.

COLUMBIA A ND GREENVILLE BALLBOAD
GREENVILLE RAILROAD.
On and often thatabase 1994 the
TEATER will run as herewith indicated upon this road and its branches.
this road and its branches.
Jallu, except Sundans.
No. 53. UP PASSENGER* Leave Columbia S. C. Junc'n. 10 45 p m
Leave Columbia S. C. June'n 10 45 pm
" Columbia C. & G. D 11 10 p m
Arrive Alston,
. V Newberry 1 13 p m
Ninety-Six 2 47 p m
Greenwood
Relton 3 33 p m
at Greenville
Greenwood 3 09 p in Hodges 3 33 p m Belton 4 40 p m at Greenwille 6 05 p m No. 52. DOWN PASSENGER.
Leave Greenville at 9 50 a m Arrive Belton 11 13 a m
Arrive Belton 11 13 a m
1100gcs
Greenwood 12 48 p.m.
linety_Siv
Newberry 3 02 p m Alston 4 10 p m Colúmbia C. & G. D 5 15 p m Arrive Columbia S.C. Junc'n 5 30 p m Arrive Columbia S.C. Junc'n 5 30 p m Arrive Columbia S.C. Junc'n 5 30 p m
Alston 4 10 p m
" Columbia C. & G. D 5 15 pm
Arrive Columbia S C. June'n 5 30 p m
SPARTANBURG, UNION & COLUMBIA HAIL ROAD.
NO. DO. UP PASSENGER.
Leave Alston
Union 3 55 pm
NO. 52. DOWN PASSENGER.
Le ve Spart'g R. & D. Hepot 10 35 a m
Spart'g S. U. & C. Depot 10 50 a m
Culou
Arrive at Alston
LAURENS BAILBOAD.
Arrive Newberry
Leave Laurens C. H 6 50 p m
Leave Newherry 3 30 pm Arrive at Laurens C. H. 6 50 pm Leave Laurens C. H. 7 40 am Leave Laurens C. H. 11 10 pm ABBEVILLE BRANCH.
ARREST
Arrive at Abbeville 445 p m Leave Abbeville 11 00 a m Arrive at Hodges 12 00 p m
Leave Abbeville 11 00 a m
Arrive at Hodges
Leave Belton
ATTIVE ADDETROD
rendiction A 56 mm
Deneca c
Affive at Wallishia 7 02
L'enve Walhalla 8 50 a m
Affixe Seneca 0 15
" Pendleton 9 52 a m " Auderson 10 33 a m
Auderson
Arrive at Belton 11 08 a m
CONNECTIONS.
A. With South Carolina railroad to and from
Charleston: with Wilmington Columbia

harlesten; with Wilmington, Columbia an Augusta railroad from Wilmington and all points north thereof; with Charlotte, Columbia and Augusta railroad from Charlotte and all points north thereof. B. With Asheville and Spartanburg railroad from and for points in Western N. Carolina. C. With Atlanta and Charlotte div. Richmond and Denville arilland Charlotte div Richmond and Danville railway for Atlanta and all points south and west.

Standard Eastern Time.

G. R. TALCOTT, Superintendent.

M. SLAUGHTER, Gen'l Passenger Agt.
D. CARDWELL, ASN't Gen'l Pass. Agt.

A LL the new shapes in Hats and Bonnets, with Ribbons, Birds, Flowers, Satins and Velvets to match.

R. M. HADDON & CO. and Cigarettes,

SOUTH CAROLINA RAILWAY COMPANY Commencing Sunday, Sept. 7th, 1884, at 2 35 a m, Passenger Trains will run as follows until further notice, "Eastern time:'

Columbia Division-Daily. . 7 50 a m 5 25 p m . 12 20 p m 9 47 p n 8 33 a m 4 30 p n Leave Columbia Due at Charleston Leave Charleston 4 30 p m 9 22 a m ..12 38 p m Camden Division-Daily except Sundays. 7 50 a m Leave Columbia. 9 00 a m Due Columbia 12 38 p m

Augusta Division—Daily.

Leave Columbia 750 a m

Due Augusta 1 20 p m

Leave Augusta 7 15 a m

Due Columbia 7 15 a m 9 22 p

Connections Made at Columbia with Columbia and Greenville railroad by train arriving at 12 38 p. m.
and departing at 5 25 p. m.; at Columbia
Junction with Charlotte, Columbia and Augusta railroad by same train to and from all
points on both roads.
At Charleston with steamers for New York
on Saturday, and on Tuneday and Setunday

.. 9 30 7 m and all points in Florida.

and all points in Florida.

At Augusta with Georgia and Central rail roads to and from all points West and South: at Blackville to and from all points on Barnwell railroad. Through tickets can be purchased to all points South and West by apply-

D. McQuren, Agent, Columbia, S. C. John B. Prck, General Manager. D. C. Allen, Gen. Pass. and Ticket Ag't

The Georgia Pacific

RAILWAY.

New Short Line, via., Atlanta, Ga., and Birmingham, Ala., to Points in

Alabama, Mississippi, Louisiana, Arkansas, Texas and the West and

The favorite route TO THE WORLD'S FAIR, NEW ORLEANS, LA.

COMMENCING December 1st, 1884. Double Daily Trains, with elegant Sleeping Cars attached, for which the low rate of \$1 for each section is charged—the lowest sleeping car rates in the United States. Berths secured ten days in advance.

SEE that your Tickets - Read FROM - ST

ATLANTA, VIA THE GEORGIA PACIFIC RALLWAY AND

BIRMINGHAM, ALA. For further information write to o

L. S. BROWN, Gen. Pass. Agent, BIRMINGHAM, ALA. A. S. THWEATT, Trav. Pass. Agt.,

ATLANTA, GA. I. Y. SAGE, Gen. Superintendent, BIRMINGHAM, ALA.

RICHMOND AND DANVILLE Passenger Department.—On and after Aug. 3d, 1884, passenger train service on the A. and C. Division will be as follows:

[1] [1] [1] [1] [1] [1] [1] [1] [1] [1]	
Northward. No. 51*	No. 531
Leave Atlanta 4 40 p m	8 40 a m
arrive Gainesville 6 57 p m	10 35 a m
Lula a 7 25 p m	11 01 a m
Rabun Gap june b. 8 12 p m	11 30 a m
Toccoa c 8 54 p m	12 04 p m
Seneca City d 9 59 p m	1 00 p m
Central 10 32 p m	1 52 p m
Liberty 10 53 p m	2 13 p m
Easley 11 10 p m	
Greenville e 11 42 p m	2 27 p m
Sportanhara (141 -	2 47 p m
Spartanburg f 1 81 a m	3 56 p m
Gastonia g 3 20 a m	5 54 p m
charlotte h 4 10 a m	6 40 p m
Southward. No. 50*	No. 521
Leave charlotte 1 45 a m	1 00 p n
arriveGastonia 2 30 a ni	1 45 p m
Spartanburg 4 28 a m	3 45 p n
Greenville 5 43 a m	4 55 p m
Easley 6 17 a m	5 26 p n
Liberty 6 34 a m	5 42 p m
central 6 55 a m	6 00 p n
Seneca city 7 33 a m	7 36 p n
Toccoa 8 40 a m	7 35 p n
Rabun Gap june 9 34 a m	8 30 p m
Lula 10 00 a m	8 59 p m
Gainesville 10 36 a m	9 25 p m
Atlanta 100 p m	
1 00 p m	11 30 a m

*Express. † Mail. Freight trains on this road all carry passen zers; passenger trains run through to Dan-rille and connect with Virginia Midland railville and connect with Applica Midiand ran-way to all castern cities, and at Atlanta with all lines diverging. No. 50 leaves Richmond at 1 p m and No. 51 arrives there at 4 p m; 52 leaves Richmond at 228 a m, 53 arrives there

at 7 41 a m

Buffet Sleeping Cars without

Nos. 50 and 51, New York and Atlanta, via Washington and)anville, Greensboro and Asheville; on trains Nos. 52 and 53, Richmond and take any other. An usher may start on Danville, Washington, Augusta and New Orleans. Through tickets on sale at harlotte, Greenville, Seneca, Spartanburg and Gainesville to all points south. southwest, north and east. A connects with N. E. railroad to and from Athens; with N. E. to and from Tallulah Falls with El. Air Line to and from Elberton and Bowersville; d with Blue Ridge to and from Walhalla; e with C. and G. to and from Greenwood, Newberry, Alston and Columbia; f with A. & S. and S. & C. to and from Hendersonville, Alston, &c.; g with Chester and Lenoir to and from Chester, Yorkville and Dallas; h with N. C. division and C., C. & A. to and from Greensboro, Raleigh, &c

EDMUND BERKLEY, Supt. M. Slaughter, Gen. Pass. Agt. A. L. Rives, 2d V. P. and Gen. Man.

CARPETS.

CARPETS and House Furnishing Goods, the Largest Stock South of Baltimore, Moquet, Brussels, 3-Ply and Ingrain Carpets. Rugs, Mats and Crumb Cloths. Window Shades, Wall Papers, Borders, Lace Curtains, Cornices and Poles, Cocos and Canton Mattings, Up-BAILIE & COSKERY.

Augusta, Ga.

LEE & BAILEY.

Dealers in

Pure Drugs and Medicines, Garden Seeds, Fruits, Tobacco, Cigars.

GREENWOOD, S. C.

THE VIEWS OF A WASHINGTON PASTOR ON THE SUBJECT.

How Young Men take their Sweethearts to Church on Sunday Nights, Evade the Ushers and make

The preacher is tilting back in his hair, gazing in an abstracted manner at on the opposite side of the desk in the least." pastor's study, writing out some religious information for the columns of the Star. As the reporter finished his work and was gathering together the papers, he glanced across at the preacher of his face. Anticipating that he might have something more to say of interest, the reporter settled back in his seat, and without interrupting the silence, awaited the preacher and the preacher gazed at unbroken.

Presently the reverend gentieman remarked, as if thinking aloud: "I shall have to begin shortly another series of Back Seat Sermons."

"Ah, indeed !" observed the listener, entirely in the dark as to the meaning of the reverend gentleman, and then the reporter hastened to add on a venture : "Doctrinal sermons, I suppose ?"

"Doctrinal sermons?" echoed the preacher in almost a shout, as he brought his chair down with a crash you talking about ?"

"Well, I thought-that is to say, I supposed -" stammered the reporter, considerably abashed. "Do you pretend that you don't know

what I mean?" asked the preacher, with an appearance of astonishment.

The reporter confessed without blush to this alarming ignorance. "Well," concluded the preacher, charitably, "I suppose you have been mar-

ried some time and have forgotten about your courting days. Now let me ask you one question. How did you and go to some other church," your sweetheart generally spend Sunday evening?"

"Let me see," reflected the reporter, somewhat astonished at this turn in the conversation. "I think that we usually went to church if it wasn't too cool or too hot. She was rather delicate, and ing congregations has actually increased. had to be careful about going out at night, you know," he added half apolo-

"Oh! certainly, of course," said the preacher, and he leaned back and looked at the reporter with one eye shut, very suggestive of a worldly wink. "Now, bly sat as far back as you could get. Of course you did. Now, why did you do that ?"

The listener pondered that question, and as the events of the happy period passed in review before his mental vision he smiled and laughed out loud. "You see," at last said the reporter, aiming to make a sensible explanation, "she wanted to see the bonnets of the other girls, as is natural with women when they go to church or any other public place, and I wanted to see her, and so, of course, we couldn't go way up front," and the reporter paused.

The preacher nodded his head approv ingly during the explanation, as if it was just what he expected, and then said: "Your reasons, I suppose, are just as good as could be given. At any rate, all young couples on Sunday night make for the back seats, and they won't ahead, and they will let him go and then drop into a back seat, and when he turns around at the head of the aisle with a pleasant smile to show them into a good front pew, he generally finds to his disgust that no one is behind him. That sort of thing has deprived the church of many an efficient usher. They can't stand the humiliation of ushering up the aisle nothing and then walk back to face a smiling congregation. It breaks them all up, so to speak,"

"Now, what is the result of this sort of thing?" continued the preacher, argumentatively. "When I rise in my pulpit on Sunday evening and look over the congregation, what do I see? In the pews near the front are the deacons and elders, good men with their shining bald heads and attentive faces. Their wives are with them, and here and there is a maiden lady. Then in the centre is a broad desert of empty pews, and away back in the rear massed around the doors, as you might say, are young people, always in pairs. I am glad to see holstery, Engravings, Cromos, Picture them. I always preach better to the Frames. Write for samples and prices. young, and I plunge into my sermon with energy and animation. After a particularly telling point, aimed right at these young people, I look up to enforce with gesture and personal glance what I have to say, and instead of finding the eyes of my back seat congregation turned upon me in attentive interest they are not paying the slightest attention to me-not clone, and he saw it some days after even looking at me. But there they sit, looking at each other's eyes like young

LOVE MAKING IN CHURCH. and eyes looked love to eyes that spake

"That's Byron," remonstrated the reporter.

"I don't care if it is," said the preacher, recklessly; "its the major part of any congregation Sunday night, too."

"I got tired of that sort of thing last winter," he resumed, after a brief pause, "and I made up my mind that I would a Washington Star reporter, who was have their attention for a little while at

"How did you manage it ?" asked the lisener, with eager curiosity.

"In this way," replied" the preacher.

I began a series of what I call backseat sermons. They don't differ materiand noticed the preoccupied expression ally from other sermons, except at certain intervals, which I mark. I shout out with great force, 'Young man !' and then pause as if for rhetorical effect. The effect is rhetorical merely on the front developments. The reporter gazed at seat congregation, but electrical on the back seat congregation. The young the reporter, but the silence remained men who have been devoting their entire attention to exploring the liquid depths of their sweetheart's eves give a start and their fair companions do the same and every face on the back seats is turned toward me. In their guilty self-consciousness of using the church to de their courting in, they think that they are being personally rebuked from the pulpit. While I have their attention I improve the opportunity by pouring out some gospel hot shot. However us soon as the first shock is over, and they have glanced around and found everything that threatened the springs, "What are quiet, they fall to courting again with renewed vigor. Then I come at them again, and suddenly shout out, 'Young woman ! with the same effect as before and the same pouring out of Gospel truth. So, you see, in this way I gain the attention of my audience for a few brief minutes at least."

The reporter gazed with admiration upon a man who had contrived such an ingenious device, but then a thought occurred and he said: "I should think that the young people, after a few such shocks as you describe, would prefer to

"lo they don't," he replied, with satisfied smile. "They seem to like it. It gives a spice of danger and adventure in their courting, as if some ene was trying to separate them. Since I began these sermons this element in the even-You see they are obliged to hear some of the sermon; and their attention being aroused so suddenly, what they hear is impressed on their minds, and they remember it. From this circumstance, which is entirely novel in their experivery considerably increased."

"Do you announce your sermon as the 'back sent course?' " inquired the reporter as he arose to go.

"Oh, no," replied the preacher, "I call them 'Talks to the Young,' or something of that sort. You must come around and hear me some evening." And the reporter promised that he would.

Mrs. Parnell for Cleveland.

BUFFALO, October 10 .- Mrs. Delia Stewart Parnell, who came to this city yesterday to attend the Woman Suffrage Convention, is reported as saying in an interview: "I am in favor of Governor Cleveland for the Presidency. I think that what this country needs to assure a continuance or rather a revival of its old prosperity, is honesty in public life from the highest official position to the the lowest. I know Governor Cleveland. I have not been unobservant. and I believe that he has elements of know a want. It is this last class only greatness that even he himself dees not that have ever given us trouble or anxiadequately recognize. He is open, he is honest, he is not a coward nor a selfseeker, and I thoroughly and conscientiously believe in him. Phase met him personally, and he impressed me as a keep a roll of our graduates and watch man whom one could trust. I believe them from year to year after they leave office came to him rather than he to office, us, and it is only this class who come to and you may take my prediction for what it is worth that the star of his popularity will not wane so long as he holds are many noble exceptions, and I only to his present principles. We want allude to the contrast in general." honest men in the Presidential chair, not self-seeking, crime-stained knaves. The record of the other candidate is in the land could have heard it, and re. and the time consumed is proportionate shameful. When I first saw Mr. Cleveland I felt he was a man in whom was resident the true elements of Greatness. His countenance is frank and open, his look clear and fearless, his demeanor strong vet modest, and a proper modesty s an indication of force and usually to be encountered in men of individuality. Yes. I am a staunch Cleveland adherent and I am so because I believe his election to be the best for the country at

A correspondent of the Laurensville Herald last week said that he was pleased to see Mr. Wash Boazman, who was so badly crippled by the cyclone which demolished Chappells in Februaary last. He had a cat that stayed about the office with him before the cywandering around like it was looking for his office, but every time it hears the train coming it bristles up and makes calves, or perhaps," he added, with bit- for the swamps; it seems to be expectter sarcasm, as the poet expresses it, ing another storm.

The Cotton Crop this Season not se Encouraging-Obeying the Law. The prospect is not bright. We were counting on twice as much cotton as we are going to get I don't plant cotton, but my tenants does, and I thought I would get enough rent to pay my taxes and put blinds to the house, but I wont, and the blinds must go. It is hard on me, but it is harder on Roland, for he has worked faithfully and had high hopes of being able to buy another mule. Roland is a cheerful man and never complains. He compares himself to those who are worse off. When sympathized with him about the long drouth cutting off his cotton, he said : Well, Its not so bad as it might be, for

made a good corn crop and plenty of

wheat and oats, and I don't owe as much as some of the nabors. I don't owe more than I can pay." How much do you owe? said I. "Only two dollars," said he. I wish everbody was as well off as Roland. I traveled with a man from York in South Carolina the other day, and he said his people owed enough for guano to take all their cotton, and there wasn't enough made in his county to make a shirt spiece for the people who made it, "but then" said he we are having mighty good meetings going on, and I always noticed that it took a power of religion to do folks under trouble-more religion in adversity than prosperity and they always get it." That's so I reckon. The good book says: "Humble thyself unto the mighty hand of God," but a man can't do it with a pocket full of money. He may be ever so much inclined that way, but a man who has no wants unsupplied can't get down to it and wrestle in prayer and take underholt like one who is in the low grounds of sorrow. The rich man feels secure and independent whether it rains or not. The only thing he wants it to rain for is to lay the dust and cool the air so he can feel better in his skin. But the poor farmer looks to the clouds for a living and he never looks up without feeling his dependence upon Him who made them and who sends the rain upon the just and the unjust. It is not at all impossible for a rich man to reverence his Maker, and do good with his money and have a peaceful conscience. Job is a notable example, and we have them about nowadays, ever and anon, but still they are scarce. It looks like the more the Lord gives a man the more he ought to love him, but he don't, and it is the same way with a parent and his children. Poor folk's children love their parents ence, they get the idea that I am a very better than rich folk's children. and the when you went to church you invaria- powerful preacher, and my fame has best Christians I know of are among the poor and the afflicted. Rich men's children stand around waiting for the old man to die. They don't think they are, but they are, and they catch themselves figureing many a time about their share,

and what they will get when the old man dies. Dr. Hageod preached a sermon at our town not long ago, and with solemn earnestness declared that it was perilous thing for a father to lay up money for his children. "For many long years," said he, "I have been an educator of the boys of this land. I have loved them and watched them and tried to guide them by precept and example. and I say now with solemn conviction, that there is no danger, no peril, no temptation so fatal to youth as riches. Many boys come to college as beneficiaries: many come whose parents are toiling and struggling to give them an education, and many come whose parents are rich, and their children never ety. From this class all the expulsions come, and not long ago we had to expel one of them who was only sixeeen years old for being a habitual drunkard. I grief and make up a record either of in-

dolence or of shame. Of course there This was the substance of the doctor's declaration, and I wish every parent alized the solemn emphasis with which he said it, for Dr. Hagood knows. He has opportunity to know. Poor boys make the best citizens. They obey the law, and they work and toil for an honest living. Riches are beset with many

perils. A man can pile up and keep on sent for days, but this is my P. O., and piling if he wants but let him look out for breakers. Not long ago I passed by a princely mansion in a large city, and I asked my friend what has become of that man's children and he said well he didn't know but two. The son is a genteel vagabond who loafs around town and the daughter married a gambler who neglects her, and that is what killed the old man. So, after all there is some good in poverty; some comfort; some security for our children. Not long ago I asked a wealthy old gentle- the stable temporarily, and while engagwere and what they were doing, and he

BILL ARP.

steady and at work-and then he added, but these boys were born when I was poor, very poor, and had to work hard for a living and as they grew up they had to work too and acquired habits of industry and economy, but our two youngest came to us after I had got well off and they never worked any, and they give me a great deal of trouble and anxiety, I am sorry I ever got rich."

This is the way of it exactly. The

perils of riches. But still a fortune gained honestly in the pursuit of an honest calling is a good thing, and many men manage it aright and manage their children too, won't steal any more horses before we and I am like everybody else: I think I would be willing to risk it and take get to Aiken." the chances. It is no sin to have it, but every man who is hunting for it ought to be forewarned and bring up his children on proper principles. "Get acquainted with them." "I heard a rich man at Anniston say, "I am tired of work and I must quit. I have got money enough but it looks like I can't stop. I want to stop and get acquainted with my children."

Well that is right. A man ought to know his children and they ought to know him. He ought to take time to talk to them and tell them stories about what he did when he was a little boy, and he ought to frolic with them and all have a good family time together. That beats money all to pieces and even if he has got a big pile for them, they won't be waiting for the old man to die.

BILL ARP. CAPT. KIRK'S LETTER.

Proposed Road to Aiken from Green wood via Edgefield C. H.

[From Edgefield Advertiser.] GREENVILLE, Aug., 23, 1884.

Dr. P. H. Adams: DEAR SIR: Your letter of the 7th instant is received. I have been absent from Greenville for some time; hence the delay in my reply. The railroad project you refer to, has been brought to my attention before. I see no serious objection to its development. think that the Northern portion of Edgefield County needs Railroad facilities more than any section of the State. The County is almost surrounded by railroads, yet none penetrate the best portion of her territory, The Carolina

& Cumberland Gap Railroad would have divided the County, but its financial condition is not promising, and its construction may be delayed for a long

I am not personally familiar with a large portion of the route you have stolen the horse from a gentleman in marked out, but as it follows the general course of the streams and ridges, its construction must be easy. My old survey from Dr. Strom's to Edgefield. was light, with the exception of a mile or two at the crossing of Turkey Creek. Greenwood is destined to become an important distributing point, if her citizens would use the proper exertions. Superior advantages have already been given to her by competing roads, and the construction of one or two more independent lines would secure such competition in the matter of freights that she could afford to undersell any point in the State.

As regards the other terminal point in your proposed line, I need only say that Edgefield C. H., is the only County Seat, with one exception, in the State, that has not railroad and telegraphic

communication with the outer world. You ask if I can make the survey from Greenwood to Dr. Strom's, or some point in the locality. In reply I would say that my duties on the Greenville & Laurens Railroad keep me closely con fined, and will continue to do so until the completion of the grading, which will be some time between the 1st and 15th of October next. If this will suit, I will do it. If you wish it done sooner, I will send my principal Assistant Engineer, with my corps, some time next month. I will ride over the entire line with him, marking out the course and giving general instructions as to the conduct of the work. You ask what such a survey will cost

Engineers are paid entirely by salaries; to the difficulties of the route. The usual cost of a corps is \$600 per month. varying slightly with the cost of provisions and the price of labor. I do not think it will take more than two tempt was made to force him to tell weeks to run the line you speak of.

You can communicate further with me on the matter. I am frequently ab-I'am here at intervals. Yours Truly, WM. T. KIRK,

Chief Engineer, G. & L. R. R.

One morning about three weeks ago Mr. J. C. Ariffin found that his horse, which was perfectly well the night bofore, had received what he took to be a serious snag. After careful examina tion the Doctor pronounced it a pistol or gun shot wound. The horse died a few days after. It has been suggested as a plausible explanation that some one during the night, stole the horse from man about his children, where they ed in some theft or difficulty the horse was shot. There was no report of a gun or pistol heard by any member of answered with pride about his oldest the family or neighbors. Lesson- deceased, "that's the lion that ate him boys and said that they were sober and Lock you stables at night.

A DESPERATE THIEF.

Threatened With Lynching, He Refuses to Talk -- Who He Is.

MILLEDGEVILLE, GA., October 7 .-[Special.] When the night train of the Georgia railroad stopped at Milledgeville Sunday night, there stepped on board a party of three, one of which was literally loaded down with chains. When they left the depot a large crowd had gathered and watched them eagerly. When a seat was taken two of the party proceeded to tie the man with chains about him securely to it. When he had

The three men were Messrs. R. A. Chafee, P. McB. Williams and M. W. Smith, the former two citizens of Aiken, S. C., the latter a notorious horsethief who had been captured in Miledgeville, supposed to have been the one wanted by them.

On the afternoon of the 26th of September a well dressed man of pleasant address went to the livery stable of Mr. R. A. Chafee, in Aiken, S. C., and ordered a horse and buggy. Being a stranger, he was requested to make the usual deposit for the turnout. When he was seated he dashed away, and was soon lost to sight in a cloud of dust. When the time arrived for his return he did not show up. The owner became uneasy, and made inquiries to no avail. It was ascertained that the stranger had left town soon after leaving the stable. The stern reality began to dawn upon Mr. Chafee that his team had been stolen and he had been made a victim. He reported the matter to police headquarters and immediately began to telegraph over the country for his apprehension. That night he with Mr. Williams secured strace of him and began a remarkable race for the thicf. He was traced to Edgefield Court House, thence to Abbeville, from there he came to Georgia,. His track was lost when he crossed the

Going to Trenton, S. C., the gentlemen received a telegram from Chief of Police Hagood, of Milledgeville, saying that a man had been arrested answering to the description wired by them. He was wired to hold him, and they came at once to Milledgeville. ...

Friday a man rode into the place with a trim little animal, for which he offered to take one hundred and sixty dollars, afterwards fifty. This aroused the suspicions of the police. He was taken in hand by the officers and placed in Baldwin county jail. He admitted having Brunswick, and refused to talk much. He was given a cell with two other pris oners, on the lower floor of the jail, one of which was a horse thief arrested dur

ing the week. A negro was doing some scouring in the jail, and late in the afternoon he went on the outside to secure some water. When he went out he left the door of the cell open. While he was out the three prisoners slipped out and crouched in a side partition. When the negro finished he went out and the jailer locked the cells and out doors securely. When all was quiet the three men proceeded to take a bar of iron and beat a hole in the brick wall. They had worked hard and well and a few minutes more they would have been as free as air. The keys grated in the locks of the front door, and the Sheriff Mr. Ennis.

the jailer, and two gentlemen from South Carolina entered. When the desperate prisoners saw them they glared like mad men, and showed fight, but were soon overpowered and placed in a different cell. The ring leader of the revolt was securely chained to the floor. Smith was taken in charge and heavily ironed by the men. He was taken to the cars and securly tied for the journey. He is regarded as a desperate character, and is supposed to be a men .ber of a gang of horse thieves now infesting the southern portion of the State, He is supposed to be a member of the same gang that stole five head of horses from the compineeting near Augusta some time since. He refuses to talk, and will not tell whether or not he is the one who stole the buggy in Aiken, S. C. A reward of fifty dollars is offered by Mr. Chafee for his buggy and horse.

When the train reached Camak an atwhat he knew, but he swore he would die first. It was proposed to lynch him, and a rope was secured to tie him to a telegraph pole, but several ladies were present and their shricks and protestations prevented it. He was taken to

Augusta on the 3 a. m., train.

This is the Mr. Chafee who was here looking after this thief.

ED. MESENGER

The remains of an English traveler was exhumed for interment in the family vault. When the coffin was opened the spectators started back in affright. Why, these appear to be the remains of a lion." "Yes," replied a nephew of the up; uncle's inside of him,